

MOTOR MOTIONS

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Season 1911
41 DAYS

Summer Meeting
May 30
to July 15

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Offices: Hotel Semloh, Salt Lake
City, Utah

The work of building the new plant of the Haynes Automobile company is being pushed in a manner that will put the Haynes company in a position to get their 1912 production on the market in good season. Twenty days after the fire, all debris had been cleared away, and the work on the new Haynes factory, at approximately a cost of \$200,000 had been begun. On May 3rd, all contracts had been let, and the brick work and foundations had been started.

The new Haynes plant consists of six fire-proof buildings, constructed entirely of steel, concrete and brick. The main factory building, 200x300 feet, one story with balcony arrangements, has a floor space of over 100,000 square feet. In this building the chassis of the Haynes car will be built complete. The paint shops, 93x125 feet, two stories, has a floor space of 22,250 feet, the forge shop, 50x150 feet has floor space of 15,000 square feet. The power house, 75x75 feet, is to be equipped with a battery of boilers, and a 500 K. W. generator, which will light, heat and generate power for the entire plant. The trim shops are installed in a building 50x130 feet with a floor space of 12,000 square feet. All bodies are upholstered in this building, and tops and side curtains are made, complete.

The total cost of buildings alone will be \$75,000. The majority of machinery has already been purchased at a cost of \$125,000, and is modern in every sense of the word, the very latest design of American and foreign manufacture for producing automobiles. The capacity of the plant will be from 35 to 50 cars per day, more than three times that of the old factory.

This is the nineteenth consecutive year of automobile manufacturing for the Haynes company, their first car being manufactured in 1893, one of the very first put on the American market. The company has made no change in its organization other than that Mr. C. B. Warren succeeds Mr. H. H. Elmer as general manager. The general policy of the company will remain as heretofore, namely, that of manufacturing a limited number of high grade cars on a very conservative basis.

W. V. Rice, John S. Critchlow, Frank Botterill and P. C. Kittle got through to San Francisco without difficulty last week in Mr. Kittle's 36-horsepower Pierce-Arrow, although they encountered some bad roads. The worst stretch was between Brigham City and Montello, the mud in many places being up to the hubs. From there to Placerville the conditions were varied. In some places rocks or mud made traveling difficult, while for some stretches they were able to push ahead at the rate of 60 miles an hour or better. The run from Lucin to Eureka, much of it over bad roads, a distance of 237 miles, was made at an average gait of 24 miles an hour.

Snow was encountered in climbing the Sierras, but the car went through all right, and reached San Francisco, a distance of approximately 1,000 miles, with an absolutely perfect score. The motor never missed a shot. Not a tool was touched to the car nor was an adjustment necessary. There was not even a puncture of a tire.

FOURTH OF JULY.

Account Fourth of July Salt Lake Route will sell tickets between Utah stations at rate of one thirty day fare for round trip. Sale dates, July 1-2-3-4, final limit July 5th. See local agent or write.

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